

Board, Mr Hastings then spoke on the law of the case. He referred to the ordinance establishing the Sanitary Board. The Board was an executive body having certain duties to perform which it carried out through its servants, but he pointed out that these duties must be strict in accordance with the power conferred upon the Board by statute or Ordinance. The cocklofts in question were perfectly legal and according to law as they stood and there was no power under the Ordinance to remove them.

[illegible]

It was in the nature of a test case because there were several claims which would be influenced by the result of the action.

Mr John Lamm, architect and building surveyor.—In April last the plaintiff instructed me to make a plan of Nos. 80, 81, 84, 86, 88 and 93 Queen's Road East. I wanted to get permission from the Sanitary Board to maintain the cocklofts. The work was in good condition although it was dusty. In No. 90 there was a shelf under the cock-

loft, but in the other houses there was no loft. I advised the owner to remove the shelf. I sent that plan into the Secretariat of the Sanitary Board with a letter requesting permission for the continuance of the cookshops. I received a letter from Dr Clark dated 11th April, 1893. I informed Mr Clark the houses had been erected before 1893 after receipt of that letter. No permission was obtained.

By Mr Johnson: I visited the houses on the 7th April. No. 30 was a furniture shop. I think. The cookloft was used for storing furniture. No. 32 I think was occupied by a watchman. I think it was unfit. There were no partitions and no beds. The cook-

lofts crossed the window, but they would not prevent the windows being opened. I do not No. 88, the sash opened inward so that it could not be opened. In the others that there was no glass in the windows. There were signs as if sashes had originally been there where the hinges were there. I do not show in the plan how the windows are obstructed. I was at the premises yesterday. I made note to the effect the sashes were not there. I have no note in 80; in 82 no plonies, 86 no sashes; in 88 plonies; in 89, not a sash; in 90 I have not any notes.

Chas. R. King, 38 Queen's Road, said of the 8th May the officers of the Sanitary Board came, to the house of the

the cocklefish and pulled away the plankton. They removed three of the joists near the back walls and some flooring boards. There was left an opening at the back of the cocklefish. The joists and flooring boards were put in place and carried away. Myself and my young brother went to the ground floor. There was no door leading to the 8th. The windows were taken down on the 8th. May by the people who came and carried away.

By Mr Johnston I saw the Europeans, consisting on the 6th May, but I did not see them again before. I did not see the *Indony* of the 6th. On the 8th I saw the 8th. Notice was given the 8th. They were pulled down on the 9th. They were pulled down the day after notice was given.

A watchman in the employ of the plaintiff said he lived at 82 Queen's Road East. The

living there. There were two of them. I was living there on the 18th of May. I was with a Chinese man to catch him on the 18th about ten o'clock. I gave him a plan. He refused to take it and throw it on the ground. He pulled it down the cockfights. Then there were sixteen jobs altogether. There were ten jobs and all the plants were taken down with one cotton quilt. Nobody kept in the cockfights. There was no parading on the ground then. There was no door in the doorway. There was no door in the doorway. I was leading into the yard when the men came. There was no glass ash in the window when they came. There was one man years ago. There was a window in the cockfights at the back. It had no cash in it.

By Mr Johnson—I got the plan from my master. I was in the house on the day previous. I did not see P.O. 83 the day previous. On the afternoon of the 15th May P.O. 83 told me to go outside to pull down the cockloft. P.O. 83 told me on the 14th on the cockloft. P. O. 83 told me on the 14th to wash the cockloft and we washed it there and then I used to wash the cockloft once or twice in the month.

CORRESPONDENCE.

THE JAPAN TIDAL WAVE RELIEF FUND.

To the Editor of the 'CHINA MAIL.'

Sirs.—Referring to what has recently appeared in the papers about the awful catastrophe in Japan, the undersigned will be glad to receive subscriptions in Hongkong.

(Sd.). T. JACKSON.

Hongkong and Shanghai Bink,
July 8, 1896.

THE DISTRESS IN JAPAN.
To the Editor of the "CHINA MAIL."

Sir,—I enclose an earnest appeal from Bishop Arday, of Kobe, for help in the attempt to relieve the terrible distress caused by the recent tidal wave in Northeast Japan. I shall be glad to be the medium of forwarding any sums sent to me. Would it be possible to form a plan for raising a general subscription from Hongkong on behalf of the sufferers? The need is pressing and sore.

J. S. BURDON, Editor.

7th July, 1893.

(Enclosure.)

The Ems, Kobe.

27th June, 1893.

Dear Bishop Burdon.—You will have heard of the terrible distress as well as loss of life caused in Northern Japan by a tidal wave; 26,000 or more killed, and many thousands injured; houses, crops, tools, boats, and nets in many places almost all gone.

I need hardly say that here the Foreign community is deeply interested in the relief of this distress, coming forward liberally

trustworthy, and nothing experienced and trustworthy men to the spot to administer it wisely, not in violation of actual situation, which the Japanese Government will do, but in helping to set the survivors on their feet again by giving them the means to get to work again.

Naturally we are wishing to have sympathy elsewhere also, and various members of our Committee are writing in London at Hongkong and elsewhere, hoping the active help would come from there also.

Of course Hongkong will choose the channel for its own committee, but if it should be a convenience to send them through Kobe, the Kobe Committee would

willingly bear the expense and responsibility
of administration.—Yours truly,
Wm. AWDAY, Bishop.

Acres and Steel Springs and Leather
marks of all kinds at Reduced Price.—W
Berkman & Co

To Let.

5-ROOMED BUNGALOW 'RHEDA,'
BONHAM ROAD.
Apply to
CHINA MERCHANTS' S. N. Co.,
No. 25, Praya West.
Hongkong, June 8, 1896. 1177

TO LET.
N. 4, MORRISON HILL.
Nos. 5 and 6, WEST TERRACE.
Apply to
G. C. ANDERSON.
13, Praya Central.
Hongkong, June 2, 1896. 1131

TO LET.
WESTBOURNE VILLA NORTH,
BONHAM ROAD.
DLEWILD, SEYMOUR ROAD.
1st FLOOR of No. 12, QUEEN'S ROAD CENTRAL.
No. 1, WOODLANDS TERRACE (corner house).
No. 2, ALHANY, immediately above the PUBLIC GARDENS.
Apply to
LINSTEAD & DAVIS.
Hongkong, July 1, 1896. 1526

TO LET.
N. 3, STEWART TERRACE.
Apply to
J. W. NOBLE.
Hongkong, June 12, 1896. 1215

TO LET.
THE 2nd FLOOR of 18, PRAYA CENTRAL, very suitable for OFFICES.
Apply to
GARMICHAEL & Co., Ltd.
Hongkong, July 4, 1896. 1369

TO LET.
DWELLING HOUSES—
HOUSES in RIVER TERRACE.
FIRST FLOOR of No. 4, BLUE BUILDINGS.
TOP FLOOR of No. 1, BLUE BUILDINGS—FURNISHED or UNFURNISHED.
No. 2, MAGDALEN TERRACE—MAGAZINE GAR.
'TULLABEG' (Bungalow)—MAGAZINE GAR.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, June 12, 1896. 233

Intimations.

WINDSOR HOTEL, HONGKONG.
THIS Establishment, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM,
Proprietor and Manager.
Hongkong, November 24, 1894. 1907

KOWLOON HOTEL.
NEAR THE GODOWN WHARF.
SURROUNDED by magnificent Gardens, and commanding beautiful views of the Harbour and Island of Hongkong.
ROOMS TO LET WITHOUT BOARD.
KEGELBAHN
AND
AMERICAN BOWLING ALLEYS.
BAR AND BILLIARDS.
LUIS M. LOBO, Manager.
Hongkong, May 9, 1896. 968

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.
THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly renovated, and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.
SPECIAL SUMMER RATES.
(From 1st April to 31st October).
One person, per day \$ 4.00
One person, per month \$ 75.00
Married couple (occupying one room) per day 7.00
Married couple (occupying one room) per month 150.00
Married couple (occupying two rooms) per month 170.00
Extra Bedroom, per month \$40 to 50.00
For further Particulars, apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, April 4, 1896. 725

GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST
All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAUD'S SYRUP OF HYPO-PHOSPHITE
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.
GRIMAUD & Co., Paris. Sold by all Chemists.
For Sale by A. S. WATSON & Co., Chemists.

Shipping.

Steamers.
MILBURN LINE OF STEAMERS.
FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Hankow*, Capt. C. H. HANSEN, will be despatched for the above Port at Noon, TO-MORROW, the 9th July, instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, July 8, 1896. 1205

THE OBINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.

The Co.'s Steamship *Esmeralda*, Capt. TAYLOR, will be despatched for the above Ports on THURSDAY, the 9th Instant, at 5 p.m.
This Steamer has superior Accommodation for Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, July 6, 1896. 1394

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIEN-SIN, HANKOW and Ports on the YANGTSE).

The Co.'s Steamship *Chingtao*, Capt. DARTMOUTH, will be despatched as above on THURSDAY, the 9th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 7, 1896. 1377

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
The Steamship *Chingtao*, Capt. DARTMOUTH, will be despatched on FRIDAY, the 10th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 7, 1896. 1278

MOGUL LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
(Calling at NAGASAKI if sufficient inducement offers).

The Steamship *Osaka*, Capt. HAWKINS, will be despatched for the above Ports at Noon, on SATURDAY, the 11th Instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, July 7, 1896. 1376

GIBB LINE OF CHINA AND AUSTRALIAN STEAMERS.
FOR SYDNEY AND MELBOURNE.
(Calling at POOCHOW).

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA PORTS).
The Steamship *Sith*, Capt. J. ROWLEY, will be despatched as above on or about the 11th Instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., General Managers.
Hongkong, July 4, 1896. 1292

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
The Co.'s Steamship *Sith*, Capt. H. L. ALLEN, Com'dr, will be despatched as above at Daylight, on SUNDAY, the 12th Inst., instead of as previously advertised.
For Freight, &c., apply to
HOLLIDAY, WISE & Co., Agents.
Hongkong, July 7, 1896. 1293

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

The Steamship *Australia*, Capt. P. HAZEN, will be despatched for the above Ports on SUNDAY, the 12th Instant.
The attention of Passengers is specially drawn to the Superior Accommodation offered by this Steamer, First-class Saloon being situated forward of the Engines, and Second-class in the Poop.
A Refrigerating Chamber ensures the supply of Ice and Fresh Provisions during the entire voyage, and the Steamer is fitted throughout with the Electric Light.
A Stewardess and a duly-qualified Surgeon are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, July 4, 1896. 1369

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Arctica*, Capt. HANSEN, will be despatched as above on MONDAY, the 13th July.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 1, 1896. 1394

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Arctica*, Capt. HANSEN, will be despatched as above on MONDAY, the 13th July.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 1, 1896. 1394

Shipping.

Steamers.
FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LERON, OPORTO, LONDON, LIVERPOOL AND BREMEN).
The Steamship *Thetis*, Capt. E. CHRISTENSEN, will be despatched for the above Ports on MONDAY, the 13th Inst., at 4 p.m.
For Freight, apply to
SIEMSEN & Co., Agents.
Hongkong, July 6, 1896. 1363

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR KOBE (DIRECT).

The Co.'s Steamship *Amara*, Capt. FRITH, will be despatched as above on WEDNESDAY, the 10th Inst., at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, July 6, 1896. 1395

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration).
Allmore Wednesday 15th July.
Taking Passengers and Cargo for UNITED STATES AND CANADA at THROUGH RATES.

The Steamship *Allmore*, Capt. DARTMOUTH, will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 15th July.
Consular Invoice of Goods for United States Ports should be in OREGON, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.
For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, July 2, 1896. 1365

CHINA NAVIGATION COMPANY, LIMITED.
FOR SAMARANG AND SOERABAYA.

The Steamship *Tientien*, Capt. CHENG, will be despatched on WEDNESDAY, the 10th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 9, 1896. 1374

RICKMERS REGULAR LINE OF STEAMERS.
FOR MARSEILLES, HAVRE AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA PORTS).
The Co.'s Steamship *Amara*, Capt. FRITH, will be despatched as above on THURSDAY, the 10th July.
For Freight, apply to
ARNHOLD, KARBURG & Co., Agents.
Hongkong, July 1, 1896. 1391

SHIRE LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND LONDON.

The Steamship *Monmouthshire*, Capt. EVANS, will be despatched for the above Ports on or about the 11th July.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, July 2, 1896. 1343

Sailing Vessels.
FOR NEW YORK.

The 3/4 A.T. American Ship *Charles E. Moody*, Capt. LEONARD, shortly expected here, will load for the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.
Hongkong, June 30, 1896. 1322

FOR BALTIMORE.
The 3/4 A.T. American Ship *Isaac Reed*, Capt. F. D. WALDO, will load here for the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.
Hongkong, June 30, 1896. 1321

FOR NEW YORK.
The 3/4 A.T. American Ship *Manuel Flanagan*, Capt. SMITH, will load here for the above Port and will have quick despatch.
For Freight, apply to
SIEMSEN & Co.
Hongkong, June 8, 1896. 1170

FOR SAN FRANCISCO.
The 100 A.T. British Ship *Scotica*, Round, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, May 21, 1896. 1259

FOR SAN FRANCISCO.
The 100 A.T. British Ship *Scotica*, Round, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, May 21, 1896. 1259

FOR SAN FRANCISCO.
The 100 A.T. British Ship *Scotica*, Round, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, May 21, 1896. 1259

FOR SAN FRANCISCO.
The 100 A.T. British Ship *Scotica*, Round, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, May 21, 1896. 1259

FOR SAN FRANCISCO.
The 100 A.T. British Ship *Scotica*, Round, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, May 21, 1896. 1259

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SUNDAY, July 12, at daylight.
City of Honolulu (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... WEDNESDAY, July 29, at noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SUNDAY, August 16, at daylight.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 12th July, at Daylight, taking Passengers and Freight for Japan, the Philippines, and Europe. Passengers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland and the Pacific routes, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate. Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and other South American ports, by the Company's connecting Steamers.

Freight will be received on board until 4 a.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, June 26, 1896. 1290

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Capt. (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, July 21, at noon.
Genie (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Aug. 8, at noon.
Doric (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, Aug. 25, at noon.

THE Steamship *COPTIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 21st July, at Noon, connection being made at Yokohama with Steamers from Shanghai. Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Interior and Eastern Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400. Excellent accommodation. First class Table, Diet and Stewardess carried. HONGKONG TO NEW YORK, \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).
Victoria..... 3.167 Saturday July 11.
Olympic..... 2.908 Wednesday July 29.
Bramar..... 3.601 Sunday Aug. 16.
Tacoma..... 2.549 Thursday Sept. 3.
Victoria..... 3.167 Monday Sept. 21.
Olympic..... 2.908 Friday Oct. 9.

THE Steamship *VICTORIA*, Captain A. Gove, sailing at Noon, on SATURDAY, the 11th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co., General Agents.
Hongkong, June 23, 1896. 1279

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZUKI, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, HAVRE & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON, LONDON, PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).
Frederick..... Tuesday July 21.
Sachsen..... Tuesday August 18.
Bygon..... Tuesday September 15.
Prinz Heinrich..... Tuesday October 12.
Frederick..... Tuesday November 10.
Sachsen..... Tuesday December 8.
Bygon..... Tuesday January 6.
Prinz Heinrich..... Tuesday February 2.
Frederick..... Tuesday March 2.

ON TUESDAY, the 21st day of July, 1896, at 9 a.m., the Company's S.S. *PRINZ HEINRICH*, Captain P. WERTHE, with MAILED, PASSENGERS, SPECIALS, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Saturday, the 18th July. Cargo and Specials will be received on board until 5 p.m., on Monday, the 20th July, and Parcels will be received (at the Agency's Office) until Noon, on Monday, the 20th July. Outlets of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELOHRS & Co., Agents.
Hongkong, June 20, 1896. 1268

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES, THROUGH SHANGHAI, KOBE, YOKOHAMA AND VICTORIA, B.C. 1896.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES, THROUGH SHANGHAI, KOBE, YOKOHAMA AND VICTORIA, B.C. Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN.....Comdr. G. A. LEE, R.N.R.....Wednesday, 23rd July/96
EMPRESS OF CHINA.....Comdr. R. R. ARCHIBALD, R.N.R.....Wednesday, 12th Aug./96
EMPRESS OF INDIA.....Comdr. O. P. MARSHALL, R.N.R.....Wednesday, 2nd Sept./96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which this Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent, Peking Street.
Hongkong, July 1, 1896. 1332

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

TYPHOON INSURANCE.
THIS Company are prepared to ACCEPT RISKS ON BUILDINGS against Loss or Damage by Typhoons, at Moderate Rates.

For Particulars, apply to
WM. MACBEAN,
Local Manager,
HONGKONG BRANCH,
No. 2, Duddell Street.
Hongkong, June 8, 1896. 1169

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1894.
Capital Paid Up £250,000.
Subscribed Capital.....£2,700,000.00
Paid up Capital.....£987,500.00
Fire Funds.....£2,410,927.3
Revenue Fire Branch.....£1,648,856.18

HAVING been appointed Agents of the above Company we are prepared to ACCEPT EUROPEAN AND CHINESE RISKS at Current Rates.

For Particulars, apply to
SHEWAN & Co., Agents.
13 July, 1896. 1300

UNION ASSURANCE SOCIETY.
(Instituted in the Reign of Queen Anne A.D. 1714).
CAPITAL FULLY SUBSCRIBED, £450,000.
GROSS REVENUE FOR 1895, £219,000.
TOTAL INVESTED FUNDS, £2,700,000.
TOTAL ANNUAL INCOME, £350,000.

THE Undersigned, having been appointed Agent of the above Society in Hongkong, is prepared to issue Policies against FIRE at the usual terms.

For Particulars, apply to
HARRY WICKING, Foreign Office.
1421

WING YUEN & Co., DEALERS IN PLUMBAGO, MICRA, AND ASBESTOS.
KIM WING,
General Manager,
No. 50, Praya Central.
Hongkong, May 14, 1896. 1093

FEES FOR PUBLIC VEHICLES.
CHAIRS.
IN VICTORIA WITH TWO DRIVERS.
Half hour \$ 0.10
One hour \$ 0.20
Two hours \$ 0.40
Day (8 a.m. to 8 p.m.) \$ 1.00
If the trip is extended beyond Victoria, half fare extra.

BEYOND VICTORIA, WITH TWO DRIVERS.
Hour \$ 0.60 (Six hours \$ 3.00)
Three hours \$ 1.80 (Day (8 a.m. to 8 p.m.) \$ 3.00)

For Particulars, apply to
W. W. WICKING, Foreign Office.
1421

CHILDREN Suffer from Worms.
Children Suffer from Worms.
Children Suffer

Intimations.

W. ROBINSON & Co.

MATTHEWS.
London, June 5.—Discussing American prices the *Times* says: 'Whatever may be said at the conventions, it will probably be found that solid material interests will suffice to prevent a sweeping charge. Under a silver regime American securities would be worth just about half their face value. The Kentucky and Kansas silverites, demanding a ratio of 16 to 1, should be thanked for coming into the open with proposals about which there is none of the fascinating ambiguity of a straddle.'

ARCTIC EXPLORATION.
Graceland (England), June 9.—The Arctic steamer *Windward* left here at noon for Franz Josefland to bring home the Jackson-Harmsworth Polar expedition. The *Windward* takes a budget of letters for Dr. Nansen and stores for the expedition, and will call at Archangel for Russian ponies.

YACHTING NEWS—ANOTHER INTERNATIONAL DISPUTE.

London, June 6.—The *Britannia*, *Meteor*, *Ailsa*, and *Satanita* started at 10.20 a.m. in the foregoing order in the race from the Nore to Dover. The weather was almost a dead calm and the channel smooth. The *Meteor*

The *Metecor* was over the fifty-mile course did not appear to be so brilliant or decisive as her first essay yesterday, but from a critical point of view it was equally meritorious, as the *Britannia* was more than a match for her in the first half of the race. The *Metecor* had more to finish with. The corrected time of the yacht at the finish were: *Metecor*, 4h, 58m., 56s.; *Britannia*, 5h., 8m., 6s.; *Katalina*, 6h., 12m., 18s.; *Britannia*, 9h., 17m., 2s.

—Another international difficulty has arisen. It has thrown another wet blanket over yabbing, and it is believed to have been the cause of Howard Gould's twenty-rater *Niagara* not starting in the regatta for the smaller craft on the programme for the regatta. The *Niagara* was registered yesterday, when the *Metecor*, Emperor, Wilhelms yacht, won her maiden race.

In brief, English yachtsmen felt sore over the repeated victories of the *Niagara* last year, and the present trouble is the result. Several insinuations explaining her power were given. One aquatic expert had it that the *Niagara* was using shifting water ballast, and this was finally settled upon as being the cause of her success. Eventually a complaint was made to the Yacht Racing Association, and the following letter was sent by the secretary of that organization, dated May 27th, to Howard Gould: "Howard Gould - Dept. Six - A request has been received from the Yacht Racing Association of England regarding your boat, the *Niagara*, which they claim to have won several races during the past season. They are desirous of knowing whether or not you have used any artificial means to obtain such success."

made to the council of the Yacht Racing Association that your yacht *Niegara* is fitted with a water tank under the seat on each side of the cabin, and that these tanks are connected by a pipe so as to make it possible by merely turning a cock to run water from one tank into the other and thus use them as a shifting water ballast, which might be advantageous in certain cases.

* Three members of the council were consequently requested to inspect the tanks, which they did immediately after the race of the Royal Thames Yacht Club on May

both, and in your absence were afforded very facility by Captain Barr. The members of the council do not wish to convey any idea on their part that the tanks were used for the purpose indicated. On the contrary, the impression is the other way. But I am requested to suggest, in order to place the matter beyond suspicion, that it is desirable to make impracticable the running of water from one tank to the other, which could readily be done by a small alteration of the pipes. I should be glad to hear for the information of the council that has been done to once.—DIXON KEMP, Secretary.

THE LAND BILL.
London, June 3.—The Duke of Abercorn, the Marquis of Londonderry, Viscount de Vesci, J. J. Sanderson, member of Parliament for North Armagh, and Right Hon. Smith Barry, member of Parliament for the South Division of Huntingdon, have a joint letter in the *Times* this morning on behalf of the Irish Land-Owners' Convention, criticizing the land bill in detail, in which they allege that that measure is highly contentious and requires long and careful examination.

GERMANY AND COMMERCIAL TREATY
WITH JAPAN.
Berlin, June 8.—During the debate to-day on the commercial treaties in the Reichstag Count von Kanitz admitted that Germany had secured every concession possible under the circumstances from Japan. Subsequently Count von Kanitz stated that "the rational silver currency would more serve Germany's needs than the best treaty of commerce. Baron Marschal von Bieberstein, minister for Foreign Affairs, in behalf of the Government, justified the policy of the

meratorial treaties, especially the clause in the Japanese treaty providing for the protection of trade samples, as compared with the State of things which had hitherto existed.

RAUB AUSTRALIAN G. M. CO.
The adjourned general meeting of this company was held at Brisbane, on May 17th, 140 shareholders being represented, of these 80 from Singapore arrived on the 18th.

The Chairman, in moving the adoption of the report (already published) said:—During the past year gold of the net value of £241 17s. 11d. has been won from the mine, as compared with £12 16s 12s. 6d. during the previous twelve months, thus converting a debit balance of £1389 15s. 1d. into a credit balance of £269 16s. 11d., in which a dividend of 6d. per share has been declared and paid on the 18th instants. Now, as regards the work of the year, details I refer you to Mr Bibby's very excellent report, though he somewhat lets

“Great improvements have also been made in transporting the ore from the mine to the mills. This has all been done out of the profits of the mine, and without asking assistance from the shareholders. Had it not been for the cost of these improvements several dividends would have been paid, as well as the one I have recommended to be declared at the end of March.” He is into an error in thinking that all has been done out of the ‘profits of the mine,’ the principle improvement in transportation, namely, the railway, has not, as you will

been charged to profit and loss account, to capital account, and while it is no doubt true that part of the expenditure at issue, more particularly that incurred in effecting the permanent shift, might perhaps spread over a number of years, your members on both boards have preferred to finance the safe and conservative plan they have followed from the beginning, of only adding to assets those items which had a definite and tangible value, and of leaving everything else to be borne by revenue. Dividends can only be paid out of profits and hence, borne by revenue.

...available balance is, I have stated
...\$4,260, or somewhat less than the
...\$4,750; the cruelties of March
...April have, however, more than covered
...deficiency.

Intimations.

W. ROBINSON & Co.

1,000 SONG FOLIOS

JUST RECEIVED. ALSO,

A LARGE STOCK OF

NEW STRINGS & INSTRUMENTS.

3,000 COPYRIGHT SONGS, PIECES, &c.,
SLIGHTLY SOILED, AT
5 for \$1.00,
in keys for all voices and by all the best writers. 11312

G. FALCONER & Co.
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
LONDON-MADE JEWELLERY
OF THE LATEST DESIGNS AT HOME PRICES.
HIGH-CLASS ENGLISH GOLD & SILVER WATCHES.
No. 64, Queen's Road Central.

A WORD TO MOTHERS.
You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

mond that the battery should be increased to 100 head of stampers—an addition of thirty head—the whole to be worked by electricity, at an estimated expenditure of £25,000 to £40,000. This recommendation has formed the subject matter of a circular issued by the Singapore board to shareholders on the 10th inst. The circular states that the Singapore register, and copies of which were contained in the letter of the 13th April, above referred to, are

the question of an electrical installation has formed the subject of much correspondence between the Singapore and Brisbane offices, and the plans and specifications are now being perfected, and will permit us to obtain a very clear idea as to what the electrical plant is really likely to cost. While, however, the board are of one opinion as to the advisability of obtaining information, and also of increasing the battery power, the Singapore board think that, subject to Mr. Gibby's definitely recommending the scheme, when the plans and estimates have been completed and the estimates obtained, the work should be forthwith proceeded with, and that a series of calls at regular intervals are universally admitted to be

Worth a Guinea a Box.

FOR BILIOUS AND NERVOUS DISORDERS,

Sick Headache, Loss of Appetite, Scoury and Blotches on the Skin, Disturbed Sleep, &c.

For females of all ages are invaluable.

The 1/4d. boxes contain 50 Pills.

Price, 50 Cents a Box.

should be made to defeat the suit. Further, should at the general meeting—i.e., at the next meeting being held—a resolution should be taken authorizing the boards to at once and without delay submit the shares to the shareholders proceeded to increase the stamp duty on each to £100.00 head, and also, subject to surveys warranting it, introduce electricity as the motive power for all the company's machinery.

On other words, that the board should at once call up, in instalments, the whole of the company's capital.

Your directors do not feel that they would be justified in adopting such a course, and insist without first calling a special meeting of the company, at which the contributing shareholders would be fully represented.

Troxies have been lodged, and I intend in my statement those from Singapore, though

J. & G. STODART'S
FINE OLD
WEST OF SCOTLAND
Whisky.

Dodwell, Carhill & Co.,
Puyo Central.
Hongkong, March 3, 1896. 473

DUO DE MONTEBELLLO
CHAMPAGNE.

W. HUTTON POTTS;
Also AGENT for the following Red and White Wines (bottled by Mons. P. J. Drouhin, Nuits, Burgaux),
Sr. JULIEN, CH. LOUVRE, CH. MANGUAT,
BAYONNE.

We clearly understand that it means the
 management of the whole company's capital
 and the nature, which is not an assured suc-
 cess and within the limit of the contracts
 in have but one result, while shares with a
 few of colls attached to them are likely to
 be undesirable and of little value during the
 installment period, which they may
 cover in subsequent years. Moreover
 strictly as a motive power is a very un-

Hongkong, June 23, 1866. 1289

VISITORS AT HOTELS.

HONGKONG HOTEL,
 Mr. L. Batindogoe Mr. A. Jenkinson
 Mr. B. J. Barlow Mr. M. J. Jones
 Mr. J. W. Dolles Mr. J. Kinghorn
 Mr. and Mrs. A. H. M. W. Kraume

<p>and quantity, and plants for supplying it, and as we knew, only too well, in this country) and, finally, to cost more than the original estimate, but to fall short of their process.</p> <p>A hot and wet climate, like that which exists at Hlub, necessarily causes any plan which is adopted to be a failure. It is, however, in order to generate motive power, and to supply a running stream for firewood, that we are forced to build a dam, and, as we are regarded with favour, but we want to quote sure it will prove a success before we attempt it, and that the management can afford to do so, we are now dealing with enormous quantities of 6,000 tons of ore a month, a task the magnitude of which, I fear, been too lightly considered.</p>	<table border="0"> <tr> <td>Mr. Wm. W. Doherty</td> <td>Mr. C. R. Moodham</td> </tr> <tr> <td>Mr. Wm. O'Conner</td> <td>Mr. and Mrs. Mercatus</td> </tr> <tr> <td>Miss Drum</td> <td>Mr. W. Moss</td> </tr> <tr> <td>Mr. W. A. Duff</td> <td>Mr. J. W. Mussen</td> </tr> <tr> <td>Mr. H. B. Duncan</td> <td>Capt. Palmer</td> </tr> <tr> <td>Mr. E. K. O. Fisher</td> <td>Mr. W. Palfitt</td> </tr> <tr> <td>Capt. E. D. Giddard</td> <td>Mr. N. M. Pond</td> </tr> <tr> <td>Miss Greene</td> <td>Mr. L. L. Reunis</td> </tr> <tr> <td>Mr. R. T. Gribble</td> <td>Miss Summeis</td> </tr> <tr> <td>Mr. F. Guille</td> <td>Mr. R. L. Thomas</td> </tr> <tr> <td>Capt. T. Hall</td> <td>Mr. H. E. Tomkins</td> </tr> <tr> <td>Mr. W. Hay</td> <td>Mr. H. W. Vado</td> </tr> <tr> <td>Mr. J. J. Hoar</td> <td>Mr. W. Walker</td> </tr> <tr> <td>Mr. T. Howard</td> <td>Mr. and Mrs. Wm. Whitley</td> </tr> <tr> <td>Mr. W. K. Hughes</td> <td></td> </tr> </table>	Mr. Wm. W. Doherty	Mr. C. R. Moodham	Mr. Wm. O'Conner	Mr. and Mrs. Mercatus	Miss Drum	Mr. W. Moss	Mr. W. A. Duff	Mr. J. W. Mussen	Mr. H. B. Duncan	Capt. Palmer	Mr. E. K. O. Fisher	Mr. W. Palfitt	Capt. E. D. Giddard	Mr. N. M. Pond	Miss Greene	Mr. L. L. Reunis	Mr. R. T. Gribble	Miss Summeis	Mr. F. Guille	Mr. R. L. Thomas	Capt. T. Hall	Mr. H. E. Tomkins	Mr. W. Hay	Mr. H. W. Vado	Mr. J. J. Hoar	Mr. W. Walker	Mr. T. Howard	Mr. and Mrs. Wm. Whitley	Mr. W. K. Hughes	
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Her Britannic Majesty's Ships on the China Station.

* Flagship of Vice-Admiral Sir Alexander Haller, K.C.B.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H. P.	Captain.	Where at.
Central Kroleff	Russian cruiser	4930	32	6000	Captain Eliecheninoff	Vladivostok
Central Nakhimoff	Russian flagship	7781	32	9500	Captain Kacherrinoff	Vladivostok
Central Petros	Austrian gunboat	530	6	400	—	in route
Central Rurik	Russian gunboat	810	2	700	Captain Perencio	Vladivostok
Central Sargol	French cruiser	4330	30	6000	Captain Bontz	Yokohama
Central Sargol	German cruiser	2370	15	2400	Captain A. Sarnow	Chefoo
Central Sargol	French gunboat	476	4	400	Commander Jourzet	Bangkok
Central Sargol	French flagship	6710	28	4420	Commander Fortin	Yokohama
Central Sargol	French wooden sloop	1350	14	1400	Captain Terret	Yokohama
Central Sargol	French gunboat	482	5	400	Capt. A. T. Da Costa e Silva	Hongkong
Central Sargol	Russian sloop	13	13	1150	Captain J. Wilson	Nagasaki
Central Sargol	U. S. cruiser	3500	8	3200	Capt. F. Fifes	Shanghai
Central Sargol	Spanish cruiser	3250	22	4400	Capt. Enrique Santula	Manila
Central Sargol	Spanish gunboat	495	4	500	Capt. Maudet	Shanghai
Central Sargol	U. S. cruiser	2000	16	5400	Commander John Stark Norvell	Yokohama
Central Sargol	Austrian cruiser	6003	10	7000	Captain Withhoff	Chamulpo
Central Sargol	Spanish cruiser	1200	4	—	Capt. Ducic	Manila
Central Sargol	Spanish sloop	1130	14	1500	Commander R. P. de Bonaure	Saloon
Central Sargol	Spanish cruiser	3835	10	4800	Captain Bayle	Kobe
Central Sargol	Russian gunboat	400	9	3500	—	Manila
Central Sargol	Spanish gun-voesel	1200	—	—	Opst. Ramon Rochiquet Freijillo	Chefoo
Central Sargol	Russian gunboat	1490	12	1330	Capt. Bouchatoff	Chefoo
Central Sargol	German gunboat	490	4	340	Capt. L. Braun	Chefoo
Central Sargol	Russian transport	8200	32	8000	Opst. Schuchman	Chefoo
Central Sargol	German cruiser	4400	22	8000	Capt. du Bois	Chefoo
Central Sargol	French cruiser	4380	22	8000	Captain Rivet	Yokohama
Central Sargol	German flagship	7077	15	7300	Captain Eyl	Chefoo
Central Sargol	Russian sloop	130	9	2150	Capt. Lindstrom	Chamulpo
Central Sargol	German cruiser	1040	8	2300	Captain Brinkmann	Chefoo
Central Sargol	Russian sloop	1320	13	1200	Capt. Beckinghoff	Nagasaki
Central Sargol	French gunboat	8	8	600	Lieut. Capt. Gieseler	Saloon
Central Sargol	French gunboat	490	4	600	Lieut.-Com. Guerdon	Saloon
Central Sargol	U. S. cruiser	1050	16	1600	Commander Houston	Nagasaki
Central Sargol	Spanish transport	1037	3	1000	Captain Yaintra	Manila
Central Sargol	Russian sloop	1260	9	1400	Commander Fiedelpok	Nagasaki
Central Sargol	U. S. sloop	1370	8	660	Com. Reisinger	Manila
Central Sargol	U. S. flagship	3200	14	15,000	Captain J. J. Reed	Yokohama
Central Sargol	Russian gunboat	1490	13	1200	Captain Barott	Chamulpo
Central Sargol	Russian cruiser	6050	33	3000	Captain Rodman	Vladivostok
Central Sargol	French gunboat	533	8	400	Lieut. Commander Vidal	Bangkok
Central Sargol	German cruiser	4420	22	8000	Captain von Holtzendorff	Chefoo
Central Sargol	Spanish cruiser	3030	19	4800	Comdr Jose Warila	Yoon Dock
Central Sargol	Russian 1st class cruiser	10,930	43	12,800	Captain Krager	Vladivostok
Central Sargol	Russian gunboat	650	12	1120	Captain Latendorf	Vladivostok
Central Sargol	Russian cruiser	650	12	1120	Captain Fiering	Nagasaki
Central Sargol	German cruiser	2100	14	2100	Commander Donatella	Bangkok
Central Sargol	French gunboat	430	4	425	Commander Stockton	Chamulpo
Central Sargol	U. S. cruiser	1700	10	3600	Commander Lebedoff	Chamulpo
Central Sargol	Russian sloop	1230	12	1470	—	Chamulpo

